NEW YORK, FRIDAY, MARCH 13, 1891.

PRICE ONE CENT.

PRICE ONE CENT.

Guarded Against Danger by Collisions.

Signals Visible a Mile Away.

Make the Subway Light as Day.

An "Evening World" Reporter's Personal Inspection and Its Results.

While yet the shricks and groams of those six hapless rallway employees, sacrificed in the New York Central Tunnel, were still eclothy in the cars of the public, THE EVENING WORLD

hole under Park avenue was a model in the way of ventilation, anyway.

As to lighting the tunnel, President Chauncey M. Depew ridiculed that idea as nonsense. THE EVENING WORLD suggested electricity

as the best lighting method, but the million aires of this big railroad company declared that electric lights would only confuse the drivers of the nig locomotives that go thundering through the tunnel at twenty to thirty niles an hour, under instructions to run cautiously, with a maximum of twelve miles an

ventilated and lighted, with copious illustra-

An EVENTRO WORLD representative spent | Billy kept his hand upon the lever, but neve turn in the New York tunnel on a lonce did he slacken spee

ered up to his seat in the cab, said: ered up to his seat in the cab, said:

"Come on at Charlemont, twenty-three "There hasn't been a single accident since" I'll risk the blame."

eastern opening of the tunnel.

action startlingly pleasant.

great subway.

the place of your fireman. I will keep the fire box in good shape, "pleaded the atranger.

Billy pondered, and then, Just as he clambular footing in the dark—and lost their lives, avenue.

The train is the heaviest on the Fitchburg struction of a tail funnel on the central New York tunnel, especially as the tunnel run road. It consisted of nine drawing-room and shaft. At present its top is in a little valley on in New York is only about one-half the length sleeping dars, but it is the fastest as well, and the top of the mountain, and the draught is not of the Hoosac." for half an hour it spun along, winding in and so strong as it might be. It does very well, out among the Massachusetts mountains, ever though, as it is. We never stacken speed in the tunnel, and despite the grade freight trains



TUNNEL OPENING, SHOWING ELECTRIC-LIGHTS The conductor called "Charlemont," and the | of twenty-five or thirty cars pull through a reporter ran forward to the locomotiv e and eight or ten mile speed. was a little bit thankful to und that Fireman

"There was every objection raised to the W. H. Goodspeed was not to surrender his use of coke. It was said that it would be too expensive, and would burn out the fire-box of Perched on Goodspeed's cushion, the re-porter enjoyed the thrilling experience of ridthe engine. "But after two years' trial, it is found that

> actually cost less than the soft coal required for the same purpose would cost. "Gasmakers are mighty glad to dispose of their coke at \$3.50 a ton, and a ton is simply

pied the white signal light of "safety" at the immense in bulk. "We have watched the fight made by THE EVENING WORLD in behalf of safe ventilation and safe lighting of the New York tunnel with very deep interest, and it rather made us amthwhen we read the answer of the Company that

> A Now by experiment it has been destrated that an electric light in a red globe would not only pierce, but would actually plor the heaviest fog about it, so that an engineer, unless he was color blind, must see

E. F. Otts was another railroader intereste n the New York discussion. He called attention to the fact that the prest St. Gothard Tunnel was ventilated completely in four minutes by a central shaft and the operation of power-

It was a hazy atmosphere that mantied the now-capped side nills of North Adams yesterday morning, making the houses perched on ne slopes look like phantom bonses hung in

At 6 C'clock THE EVENING WORLD investi gator was again at the mouth of the great ar-tificial cavers, the work of twenty years of FINDING QUNCAN'S PLUNDER

This time the visitor was on foot. The electric station stands just at the West Portal, ro miles from the No here the reporter stopped to induce Electrica Engineer Fred Briggs, or his partner, C. F Biodgett, to enter the tunnel with him.

the New Yorker's errand, for he is justly proud of the immense electric plant over which he and Briggs are masters.

Leisurely wending the way down the tracks into the hole, Engineer Blodgett responded to the queries of the investigators:

in operation, the other two being reserves. The system has been in operation for a little ighting the tunnel is less than \$30 a day.

either wall, and there are 1, 250 of them. Each of them 16-candle power. We have five men. Two of them receive \$17,50 each per week One gets \$16.10, and two of them \$12.25 week. We use four tons of coal daily in our 150 horse-power engine. The balance of the \$30 a day is in breakage of globes, exhaustion of wires and other repairs.'

point one mile from the place of entrance. Looking ahead, despite the fog of the oute world, the twinkling lights could be seen clearly nearly a mile further into the tunnel. Turning about, the western opening could be

The reporter was obliged to button his overcoat up to the chin, however, owing to the draught made by the central shaft.

"You see, "said Engineer Blodgett, "the bjection that the electric lights would make a blinding glare is a mistake. That green light that you see ahead is nearly a mile away. Of course this effect could not be produced with ventuation adequate to carry off the fog and smoke.

"I see no reason, from all the descriptions of your New York tunnel, why it could not be lmost perfectly ventilated.

"At any rate, the present condition of the New York Tunnel could be very much improved. I should say that by closing up the roof apertures in your tunnel, and constructing at intervals of a few hundred feet tall snafts to the upper air, the New York Central tunnel could be nicely ventilated, and then the introduction of a system of incandescen

mouths of the tunner, in conjunction with such shafts or chimneys, would undonbtedly work much better than the present system, which does not seem to ventilate your tunnel at all at Walls the questioner and the engineer were

in the funnel there entered a heavy freight train. The locomotive belehed forth great The stranger pulled his hat over his eyes for

protection, but there was no shower of sparks nor cinders, and the amoke rolled against the roof of the sat way and there vanished. It was coke smoke, cinderless and without is a dead letter in Mars - senemes for ventilette; and I gating the body. Quite unlike the takes, heavy, black,

the place of your fireman. I will keep the fire take incandescent lights. There had been several accidents prior to that. Brakemen lost roof apertures, begrimes the bouses in Park

"You will readily appreciate," said Blodgett, "that we have to pull our trains up

After breakfasting at the Wilson House West Adams, the newspaper man climbed into Engine 6 again, as it started on its eastward rip at 10 o'clock in the morning.

The result was as completely satisfactory as n the night before. Despite the outside haze Engineer Billy Gough's view of the track be fore him was completely unobstructed, and the eye could reach as far into the distance as hough it were in open day.

The block signal system is in vogue in the osac Tunnel, but the engineer is not obliged to depend on a signal gong. If is locomotive oes not plunge slong as if blindfolded in darkness. There is no guesswork about it. The man at the throttle and the human freight n the cars behind him may ait just as much at ease in mind as when the trusty engineer running his iron machine in the open country under a clear and sunny sky.

'Of course the New York Central can ven illate their tunnel. Of course they can light t," said an old and experienced master mechanic of the Fitchburg.
"It is arrant nonsense to say it can't be

done. But it will cost money. Our people put off this improvement as long as they could, but now that they have tried it they wonlan't go back to the old 'blindfold' way for any consideration. From 60 to 100 trains pass brough the Hoosac every 24 hours and we haven't killed or maimed any one nor had an accident of any kind in the tunnel since we ntroduced the incandescentlights. The Centra olks should be compelled to use coke, though, in their tunnel. In fact, I have wondered why they were not obliged long ago to abandon that nasty soft coal for coke in New York City. Coke is infinitely cleaner, the ex-



pense is actually less, and of course you know that coke makes the best steam generator that can be found, while the old notion that it would burn out the fire-boxes has been exploded in our experience.

Last evening the tunnel investigator was dragged along down through the New York Central Tunnel on a New Haven train. A chance opening of the car-Coor admitted a dense volume of overpowering diay black The effect of the verdict of the Coroner

ury was shown in the anall-like progress of ne train, the frequent wheere of the air-brakes and the occasional stop made by the engine for, as usual, the tunnel was worse than dark It was curtained with fog and smoke. The traveller was glad to emerge into the lower

Over \$27,000 Worth of the Stolen | was very thick, and the rain fell in torrenta. Diamonds Recovered.

The police are very mysterious to-day cv the recovery of \$27,000 worth of the diamo which were stolen from Levisohn & Co., of 41 Maiden lane, Jan. 27 last by William C. Dun can, a young clerk in their employ.

The young man made good his escape at th

time, and according to public accounts has not yet been captured or even seen since he first disappeared.

The diamonds which have been recovere were found in the safe of an unlown hotel. the police say, and were deposited there by Duncan about the time he disappeared, he having registered at the notel under an assume name and taken a check for the package wolch was put in the safe.

The value of the diamonds stolen was about

\$30,000, and Mr. Lexew, the firm's manager told an Eventne World reporter this morning

told an Evenino World reperter this morning that leas than \$2,000 worth of the precious atones were now missing.

"We will get those back soon," said Mr. Lexow, "for we have found out that Duncan sold them in this city before he went away, and we know the parties to whom he sold them."

Mr. Lexow said he had been forbidden to disclose the name of the hotel where the diamonds had teen found, and inspector Byrnes was equally reticent.

ras equally reticent.
According to Mr. Lexow's belief Duncan was till in the United States.
Duncan was seventeen years old, a nephew

Pacific pref...

a & Road ug

West Putt Ter.

of a Missouri Congression, and a member of Dr. Talmage's church and the Brooklyn Y. M. C. A. It is said that he lead a double life.

The Quotations. Atch., Top. & Santa Fe. were made fast in their slips. Chicago Gas.
Chicago & Sorthwest
Chicago & Sorthwest
Chicago & Sorthwest
Chic. Mil. & St. Faul
Chic. Mil. & St. Faul
Chicago & Sorthwest
Chicago & Sorthwest
Clave. Chic. Chicago
Colorado Chicago
Chi

The passengers came off in a hurry, and be

CHASHED-TOGETHER IN THE NORTH SIVES. A collision occurred in the North River be tween the ferry-boat Midland and the freight ropeller Sara Jenks, which piles between this city and various points on the Hadson River. The Midland is the old and well-knows ferry-boat of the Weenawken line. She makes trips from the foot of West Party-second street o the West Shore Depot at Weehawken. The Midland left her slip at 5 o'clock this

very dense fog.

Loss on Sandy Hook Point.

A Bark at Anchor Run Down by an Incoming Brig.

and North Rivers.

Densest and Most Dangerous Fog in New York Harbor for Many Years.

On the anniversary of the Great Blizzard omes the most phenomenal and dangerous log that has been known in New York in a generation. The mist, especially in the bay and upon the rivers, is almost impenetrable, and traffic on the water is practically paralyzed. Many accidents have been reported on the East River, the North River, in the bay and as far away as Sandy Hook. Salling and steam craft are alike affected. It is a day of disaster on the water.

WRECKED ON SANDY HOOK POINT.

At 1, 20 o'clock this morning the pilot-box lope, No. 1, went assure on Sandy Hook Point, in the exact spot where the Scotia was wrecked last year. She struck about fifty feet out from the beach, and in ten minutes he

The crew of the Hope were all rescued with great difficulty by Capt. Patterson and his ife-Saving Crew No. 1. The surf ran very nigh and the life-savers' lifeboat was capsize and stove in. The men all got ashore in safety,

The Hope was pounding very heavily on the ocky teach. At daylight it was seen that the udder was gone, her keel torn off, and great oles in her buil. She is a total wreck. Her yawl had been washed away.

The Hope was assigned to "station duty" Jersey service.

three miles off shore. A dense fog closing in after the squall rendered the Hope helpless, the desired in sard struck the boson with The craft was in charge of Capt. Michael

Lyons. The following pilots were on board: Crapmer.

feet long, 21 feet 5 inches beam and 8 feet 6 inches graught. She was built in 1861, and was used during the war as a despatch boat by he United States Government. After the war she was converted into a pilot boat.

No steamships have come up the bay tobark G. de Zaldo, Capt. Miller, from Clenshe anchored in the lower bay. The weather

The brigantine Georgiana F. Geery, fro Charleston, S. C., to this city, arrived som ime afterwards, and while seeking an anchor Both vessels were seriously damaged. Th

Zaldo's headgear was carried away, her bowsprit broken short off and her stern stove in. The Geery lost several spars and her headtils, besides suffering much damage to her

The vessels were separated, and the Geery came to anchor. It is not reported that any

built at Brookhaven in 1870. She is of 453 ton burden, and is owned by P. Waydell, of this

The Georgiana F. Geery is of 305 tons, was built in Norwalk, Conn., in 1861, and is owned by S. Conklin, of this city.

his morning, when the fog was thickest. setween Long Island City and James slip, were nearing their silps on the New York side, The fog was so thick that no one could see ten

fect shead. The slips of these boats are within a stone throw of each other, and as they slowed up to feel their way in they came together with a great thump, just off James sl.p.

copie coming to New York to business, and or a few moments it looked as if a panic might ensue. There was no imment danger, ever, as neither boat was damaged to any extent, and as soon as they drifted spart they

cause of the danger from the fog, the boats stopped running temporarily on both ferries. BUN DOWN BY A SOUND STEAMER.

crashed into the ferryboat Republic, of the Catharine street ferry, while the latter was near her pier in Brooklyn. The ferryboat was pretty badly damaged, but it was stated that no one had been burt. The Republic was towed to a slip near the

Empire Stores, Brooklyn, and she will be taken to the dry-dock for repairs. This accident took place about 8 30 o'clock.

FIVE DAYS IN THE SWAMP. norming, Proceeding slowly on account of the

"THE EVENING WORLD'S" PICTURE SALE.

(ONE CENT EACH.)

STEMPING THE STREET WE WINDOWS AND STREET

THE FALL OF THE PRODIGAL SON.

The two boats came together with consider ble force, and both were damaged. There was a panic among the many passen gers of the Midland. The Midlaud proceeded very slowly to h

make any more trips across the river The Jinks tied up for a few hours at Fortyfifth street and then proceeded up the river She was not seriously injured. FERRY TRAFIC PARALYZED,

The Pennsylvania, the Eric and Hoboken ferries on the North River made few trips this orenoon, until the unwelcome mist cleared off for a time. About 10.30 o'clock more fre uent trips were undertaken, but were soon

On the East River a similar state of affairs existed, and temporary relief experienced by the lifting of the fog was hailed with delight. An EVENING WORLD reporter was a passet ger on the Hoboken ferryboat Paunpeck, which left Christopher aircet alip at 8.45 o'clock, after waiting an hour in the slip.
The deck hands said that the fog was the hickest and most troublesome they had seen

in years.
The paralysis of traffic was not confined to the river, for trains at the various depots were held back for the fng-belated passengers.
The Staten laiand terryboats suffered seriously, and the few trips made this morning across the Bay were attended with the most weelth lears. exciting lears.

IS THE BRITANNIC OUTSIDE? It was reported this morning that the White ar steamship Britannic had arrived off the slook this morning, and the matiboat Fletcher searched for her several hours, without result The conclusion was reaced that if the Britannic had arrived, she had anchored outside till the log should lift so that she could come up the bay in safety.

Ran Down a Lightship and Was

DELAWARE, BREAKWATER, March 12.—The litalian bark Principessa Margherita di Picticalian di Pi SPECIAL TO THE EVENING WORLD. Italian bark Principessa Margherita di Pieland, Jan. 13, for Philadelphia, collided with the Hen and Chickens lightenip, in the log, at 6 c'ceox last night, and is a total loss. The crew were taken of by the tugboat North Ame-

The wrecked bark was of 438 ions register, was built in 1869, and was owned by V. Car dillo, Naples.

TIRED OF LIFE AT FOURTEEN

Young Elsie Sandgren Attempts since March 6. Her mother thinks she has gone off with some circus performers. Suicide with Poison.

Eisle Sandgren, a pretty girl of fourteen, at empted suicide at 10 o'clock this forenoon, a tel East Forty-righth street, by taking opinm. She was taken to Betlevne Hospital in an embulance, and the Society for the Prevention of Crueity to Children was notified.

Einie lived with her uncle, Frank H. Green ville, and worked at Stern's slik mills in Ess orty-second street. She left the house this morning to go to work

is usua), but returned a cauple of hours late and said the forewoman had sent her home On the way home, she said, she stopped in drug store to get some conga medicine After she had taken the medicine she said t became apparent that she had been given por

Sabsequently she confessed that she had bought poison and taken it because a girl had accused her of stealing.
Sterna' forewoman said the girl did not com-

on by mistake.

o work this morning.

Eisse is in a critical condition. She cam-Stockholm four months ago, and has always been a modest, well-behaved girl.

KILRAIN A 10 TO REFAVORITE. His Fight with Godfrey Occurs in

San Francisco To-Night. SAN FRANCISCO, March 13.—The fight be

tween Jake Kilrain and George Godfrey to oc our to-night is attracting much attention among the sporting fraternity.

The betting is now 10 to 8 in favor of Elirain.

Builder George Burke, of Jersey City, who isappeared from his home at 240 Baldwin avenue last Sunday, has been found, rolice Lodeck came across him at 11 o'clock last, night wandering along Newart avenue. Mr. burke was hungry, battered and incoherent. It is believed the half wandered over days in the awamps. His recovery is doubtful.

allp at Weehawken, and lay there, unable to To-Day's Record of Minor Happenings About Town.

Robbed Lispenard Etewart's Butler. Frank Smirn, formerly a waiter in the emwas to-day, at Jefferson Market, held in \$1,000

was to-day, at Jefferson Market, held in \$1,000 bonds on a charge of robbery. Smith eslied at Mr. Stewart's residence on Wednesday last, catensibly to see the butler, and, left alone in the basement for a few minutes, improved the time by opening the safe and pecketing the butler's \$15 waken.

"Bed Annie's" Flat Baided.

Detectives built and Taylor, of the Twenteth Precinct, at I o'clock this morning, raided the double flat of Annie Gibron, slias "Red Annie," 221 West Fortieth sireet, and arrested the proprietor and a number of persona. The Gibron woman was held in \$500 ball for trial at Jefferson Market. The woman had been ordered to leave the ward.

A Pocketbook Spatcher Sentanced.

A Pocketbook Snatcher Sentenced. Edward F. Finnegan, an ex-convict, though only twenty-one years old, was sentenced by only twenty-one year ore, was sentenced by Judge Martine in General Sessions to-day to four years and two montes in State Prison for roubing Mas Annie Crane of her pocketbook in Madison arenne Feb. 21. He pleaded guitf.

Fell Dead on Fifth Avenue.

Where Is Broker Sistare?

The Boy Policeman Is Dead.

The police were asked to-day to search for Fanny Bender, 15 years old, who has been

Fire on Fifth Avenue.

This Morning's Fires. Fire at 1. 30 this morning caused \$300 damage in the store of J. G. Milne, dealer in chemicals,

at 59 Dey street.
At 2 o'clock this morning a fire at 1553 Park
avenue, Gottlieb Rothen's shoe store, caused a
loss of \$200.

Fire in the nouse 822 Linton avenue occupied by Matthew Turnbuil, turned its occuants into the street at 6 o'clock this morning t was extinguished when out slight loss had

at Tottenville, S. I., near the body of the murdered Carl Emanuel Ruttinger, containing the constitution and by-laws of the Enterprise Pilots' Association, of Philadelphia, was issued teamer Nortolk.

The Association has offices at 118 Walnut street, Philadelphia, and Capt, David Boyer is

closed and Capt. Boyer could not be found, Association and the book of which you speak was issued to him in May, 1887. Such a book

.. Did you know or did you ever hear of Ruttinger?" he was asked,
"I did not, Perhaps Warner may know omething of him. He went to New York last

WHY WAS HE KILLED?

The Mystery of the Dead Man at Tottenville Deepens.

More Than One-Person Engaged in the Murder.

Byrnes's Men Put to Work on the Tragedy.

TOTTENVILLE, S. L. March 13.—A well-dressed stranger arrived here at 8.40 this mornstation about the body found off Elliott's dock

to look at the dead man. Keeper Bedell opened the ice-box, and after a hurried glance the stranger said:

"No, that is not the person I am looking

f Inspector Byrnes's staff, reached here at 11.45 this forenoon.

Tuey are very close-mouthed, and besitate to say just under what conditions they have been directed to come here. They would only

They refused to say whether their pres ere was due to any action on the part of somebody in New York who may have called on napector Byrnes for assistance in solving the

mysterr. Gerecuten and Titus noted everything in the way of wearing apparel and effects found on Rustinger's person. Both say they do not

that Dr. Walser, of Port Richn remove the stomach to-day, it being Dust

The ferry tickets numbered in secondusively that at least one per as far as are in company with Rutinger, but the railroad people throw much arress on the question as to where had Rutinger and com-panion been between Feb. 2, the afternoon when tickets were bought at New York, and Murch 7 or 8, when, by medical reasoning, the body must have been hurled into Arthur Kill.

The man refused to give any further infor ation or his name and address "I won't tell you any more," he said. "I nave, however, told all I knew to Inspector Byrnes."

as been requested, but by letter. He said the case did not come within sular jurisdiction. It was a case for the local

Who killed Carl Ruttinger? Where was he killed? What was the object of this m

noon, grows in interest as it deepens. tied behind the back, the arms tightly bound at the cibows, the gag in the mouth and no bruises perceptible, led to the conclusion that

had been drugged, bound, gagged,

robbed and cast into the river—that the actual cause of death was drowning.

The autopsy, however, shows that the lungs

When The Evening World correspondent when The Evening World work of the Control was closed and Capl. Boyer could not be found.

Pilot Schillenger, who is a member of the Association was seen, however, and he said:

"Capl Robert Warren is a member of our importance altience to the find, but as the importance altience to the find, but as the initial on the bankerchief with which Rassociation and the book of which you speak was issued to him in May, 1887. Such a book

Was issued to him in May, 1887. Such a book

THERE IS NOTHING LIKE IT.

The Hoosac Tunnel Absolutely on a double curve.

The Ventilation Almost Perfect and

Incandescent Lamps, Forty Feet Apart,

raised its voice for the introduction of a sys tem of ventuating and lighting the long subway that had become a very death trap. The officers of this great corporation snapped their dagers and declared that it was impossible to ventilate the tunnel any better than by | place to the stranger. the present alleged system, and in fact that the

THE EVENING WORLD gave an exhaustive de

nuggy day, and secured positive evidence that | on such a day, owing to the fog and the smoke

the signal lights for the greater part of the

firely upon a mechanical device for sounding | the back " for thirty-three miles an hour ! The same reporter was despatched to Massashusetts to make a similar investigation of the

tional financier to resume specie payments: The way to resume is-to resume." The New York Central managers may contunnel is to do it.

nountains, Wednesday evening.
At 7 o'clock Turough Express No. 84, nearly salf an hour late, came whirling up to the the top of the mountains 1,028 feet above. station, drawn by Engine No. 6, a locomotive

ully over her outside cocks and valves. He was a typical engineer, cool, calm and centre. subdued through long experience in guiding sountless thousands over the ancient Bay State | bundred feet, the engineer has no difficulty in wank line, with its sharp curves, steep grades | seeing the sign-1 lights.

tressed himself: "Mr. Engineer, I have come all the way Billy Gough, as time an engineer as ever com New York for the express purpose of pulled a throttle, drew his heavy train up at riding with you in the cab through the big the North Adams station exactly on time, havwilliam F. Gough, or "Billy," as his fellow field. annel," began the reporter.

workmen call him, replied deprecatingly:

n the engine ... not it is as ninet the law," "En', sir, I am goder instructions to make headed ratiroad men. s care all investigation of the tunnel, watereand to its confliction and lighting. I have themselve well-informed man. He said: lot the time to to to Freiburg and u ath a "the Fits bury raid tred all norts of

ROOSAC TUNNEL, EASTERN END.

Up grade at 26 2-5 feet to the mile, but by the use of Master Mechanic Leach's sand dis tributing invention, old No. 6 easily main great Boosac Tunnel, one of the finest works tained her terrific speed. "As we near the central shaft we get more of the kind in the world. John Sherman once said to the doubting smoke and fog," yelled Fireman Goodspeed Phomases who questioned his ability as a rightly named; for he was resting now, paving

have no body, for it dissipated almost imme ide that the way to ventilate and light their diately. This was because just before entering th The great Hoosac Tunnel is on the line of the subway Goodapeed had covered his red-hot sid Fuchburg Railroad, and The Evening fire with gasmakers' coke, which makes the WORLD representative reached Greenfield on most intense heat, but gives forth almost no that line, thirty miles east of the hole in the smoke at all.

and draught shafts spiral in form, open at either The iron horse panted and signed as it stood side of the tunnel, and lead to the main shaft it the station, and a round man with mild bine drawing, on the principle of a chimney, b tyes and a quiet, subdued manner went care- natural draught all the smoke and vapor of th four and three-quarter miles of tunnel to the But even here, except for a space of a few

The tunnel was the safest part of the roa

at that hour of outside darkness.

Here and there the locomotive passed

signal light, and Billy was "pounding her or

prepared his fire for the passage of the funne.

Old 6 gave out a white smoke that seemed t

Midway in the tunnel is the central shaft, a

This shaft is floored by the roof of the tunnel.

bore 18 by W teet, running clear to daylight at

The apex of the grade is reached under this To this quiet man in faded blue overalls and central shaft, and from there out, in elther comper and greasy skull-cup the reporter ad- direction, it is down grade 24 3-5 feet to the mile.

At the round-house the newspaper man found clouds of white smoke, which gave forth "We are not permitted to carry passengers atmself in the centre of a score of black-pungent, but not at all disagreeable, edor, the one ine - not it is against the law," banded, scoty-food (ut clear-brained, level-Engineer G. P. Smith, of No. 185, was a par-

ing ahead of the train along the sinuous iron the five bushels of coke used in puiling the poth through the darkness of a perfect star-lit heaviest train at full speed through the bore Several little hamlets were passed, and in fourteen minutes the amsteur ratiroader es-

The engine plunged in, and then came a re-Far, far shead, he looked down a vista made almost as light as day by rows of incandescent lectric lights that hung on either wall of the lectric lights would blind the engineer with The steel ratis glistened in the white light, their glare; that electric light did not penetrate, and the eye pierced the tunnel for a mile

ul fans at the mouths of the bore.

Mr. Blodgett readily agreed when he learned

"I can't tell you how much our plant cost, but we have five dynamos. Three of them are more than two years, and the total cost of 'You see, the lights are forty feet apart on

By this time the explorers had reached

een-a little white dot.

Dei., Lack, Great Northern pfd...... Great Northern pfd...... Lake Shore

lighting would be entirely feasible. "At any rate the use of powerful fans at the

A full account of Wall street affairs will be

miles abend. I'll take you through. I've been the incandescent lights were introduced. The heavy grade for two and a half miles, and that an engineer on this road for diteen years, and ventilation of the tunnel could be made ab-

Serious Ferryboat Collisions in the East

The fog which settled down last night grew lenser at midnight.

. e., to take off outgoing pilots) last Wedneslay, relieving the E. E. Batrett, No. 8, New A squall of wind and rain last night com pelled the craft to "get" her anchor and haul

Thomas Jackson, Robert Yates, Charles Thompson and Robert Leer; and the crew were Martin, George, "Gua" and John Andersea, Charles Bolinghagen and Frank The Hope was of fifty-seven tons burden, 81

BUN DOWN AT ANCHOR. way, and no other ocean-going craft, except two small schooners. Last night the American fuegos, arrived, and was reported at 8 o'clock.

age ran into the Zaido.

ives were lost.

The G. de Zaldo is an old vessel, having been

EAST BIVER PERRYBOATS COLLIDE. There were two accidents on the East River About 9.05 o'clock the ferryboats, Montana of the Roosevelt street ferry, and the Southampton of the James slip ferry, which runs

Each boat was pretty well crowded with

According to the reports on the New York side the Sound steamer City of London, of the Norwica line, on her down trip this morning

When well out into the river, about opposits Young&Smylie's"Acme"LicoricePellets For'y-lifts street, the culliston occurred,

An unknown woman fell dead at the corner of Tairty-fourth street and Fifth avenue at 8 o'clock tone morning. Her body was removed to the Nineteenin Frecinct Statuon-House. Saw was apparently about fifty years old, stout, reddies and gray bair and was dressed in gray.

day when he was called a second time in Part

Policeman Henry A. McDermott, of Capt.
Reilly's precinct, died at his home, No. 309
West Forty-afth street, last night of Lasty
consumption. He was known as "The Boy
Cop," and was appointed on the force in Decempler, 1856. Who Has Seen This Missing Girl?

Fire at 10, 15 this forenoon caused damage to the amount of \$500 in the apartments of Mrs.

Flood Died of Heart Disease A Coroner's jury has returned a verdict that Roused by an Early Fire.

It Was Capt, Warren's Book, PHILADELPHIA, March 18.—The book found

is issued to each member and but one book to

night and to now at pier 34." HOTEL ROYAL, 60th st. and 6th ave. Sup Table d'Hote Dinners, 6 to 8 F. M., One Dullar Wednesday afternoon, visited Bedell's Morgue

Bodell neglected to ask the stranger his name or where he came from. He had volunteers the information, however, that he was looking for a man who had been missing. Detective bergia. Von Gerichten and Titon,

admit that they had been ordered to Totten ville to investigate the mystery.

known Ruttinger. The stomach of the dead man has not yet been removed for examination. It is expec

Feigel, this morning, and said that he knew

The Consul said he would not commu with the authorities at Stuttgart by cable, as

crime? The mystery surrounding the dead mas ound in the mud at low tide off Elliott's dock, Pottenville, Staten Island, Wednesday after When the body was first examined the wrists

The autopsy, however, shows that the lungs were filled with air, and consequently that the first conclusion was erroneous. Dr. Lyon, who made the autopsy, gives it as his opinion that deaft resulted from strangulation.

This opinion is strengthened by the fact that when the handsercalef with which he had been gagged was drawn from the dead man's mouth it was discovered that it had not been rolled up and stuffed into the mouth, but had been thrust in a little at a time and so powerfully that it must have been neamed in with a stick and completely closed the windpipe from both mouth and mostrils.

The knots at the wrists and elbows were such as would be made by any one not familiar with ropes; those at the cloows, however, were "fat thats." such as sailors always make. A non-scafaring man might tie one flat knot by accident, but it would be impossible for lim to the four in succession as was done here, him to the four in succession as was done here.

by accident, but it would be impossible for him to the four in succession as was done acre. Ruttinger's hands, leet, clothing—his appearance generally—show that he was not a laboring man nor a poor unat. The passport in his pockets would indicate that he was a merchant: the receipt for the letter registered in Southsimpton and addressed to "Ruttlager, 111 Necker street, Stuttgars, Germany, showed that he had money to send to somebody, probably at home. It appears, indeed, that he was a man in fairly good circumstances, at least.

Essides, the body, according to the physicians, had not seen in the water less than two days nor more than our days, and the advent of strangers within such a period would not have ten forgotten.

to trace the book to the time it was lost.
According to the passport he must have come
from Stuttgart since the first of last December,
for the letter was registered at Southampton
Dec. 20. 18th. His name does not appear
among either the cabin or strerage passengers
of the Hamburgs. American, the less among either the cabin or steerage passen; of the Hamburg-American, the heat Star or North German Lloyd steamship lines.

New Spring Pantaloons for soung man. Por fact fitting and the best made, all to 87.50 Hackert, Carmant & Co., Broadway and Com-